

Message Text

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INFO AMEMBASSY LONDON

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AMEMBASSY COPENHAGEN

AMEMBASSY REYKJAVIK

AMEMBASSY LISBON

AMEMBASSY ATHENS

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TAGS: CCMS, SENV

SUBJECT: CCMS: FALL PLENARY - ROAD SAFETY FOLLOW-UP REPORT

SUMMARY: DEPUTY SECRETARY OF TRANSPORTATION, JOHN W. BARNUM, ALTERNATE U.S. REPRESENTATIVE TO CCMS, PRESENTED AN INTERIM EVALUATION REPORT ON THE ROAD SAFETY PILOT STUDY FOLLOW-UP. DR. JAMES GREGORY, ADMINISTRATOR, NATIONAL HIGHWAY TRAFFIC UNCLASSIFIED

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SAFETY ADMINISTRATION AND CCMS PILOT STUDY DIRECTOR REPORTED ON THE ROAD SAFETY AD HOC GROUP MEETING HELD OCTOBER 9, 1975 IN PARIS. TEN AD HOC GROUP RECOMMENDATIONS ON ROAD SAFETY FOLLOW-UP WERE TABLED BY THE US ON BEHALF OF THE AD HOC GROUP.

AS PART OF THE EVALUATION REPORT THE US DISTRIBUTED "FOLLOW-UP STATUS AND EVALUATION SUMMARY" CHARTS COVERING EACH OF THE SEVEN PROJECTS AND OTHER KEY ITEMS OF FOLLOW-UP PLUS AN OVERALL SUMMARY AND EVALUATION. CCMS APPROVED THE RECOMMENDATIONS AND ACCEPTED THE INTERIM EVALUATION REPORT, WHICH WILL BE FORWARDED FOR APPROVAL BY THE NORTH ATLANTIC COUNCIL. END SUMMARY.

1. IN HIS INTERIM EVALUATION REPORT, DEP SECY BARNUM NOTED THAT FINAL EVALUATION REPORT HAD BEEN DELAYED PENDING RECEIPT OF NATIONAL REPORTS FROM ALL PARTICIPATING COUNTRIES. REPORTS HAVE NOW BEEN RECEIVED BY U.S. AS PILOT COUNTRY, FROM CANADA, FRG, FRANCE AND UK. THE US WILL SUBMIT THE FINAL EVALUATION REPORT PRIOR TO THE SPRING 1976 PLENARY. MR. BARNUM SUMMARIZED PROGRESS MADE IN REDUCING TRAFFIC FATALITIES, THE GOAL OF THE INTERNATIONAL RESOLUTION ON ROAD SAFETY. THERE HAVE BEEN SIGNIFICANT REDUCTIONS IN TRAFFIC FATALITIES IN CCMS NATIONS IN 1974 AND 1975, COMPARED TO THE BASE LINE YEAR, 1973. THE PRINCIPAL REASON FOR THIS IS ALMOST CERTAINLY REDUCED SPEED LIMITS, WITH SEAT BELTS AND PUBLIC INFORMATION CAMPAIGNS ALSO PLAYING AN IMPORTANT ROLE. THE ECMT ROAD SAFETY COMMITTEE'S INTERNATIONAL TRAFFIC STATISTICS SURVEY WILL PROVIDE AN ANNUAL MEASURE OF PROGRESS. THE CCMS INTERNATIONAL RESOLUTION IS BEING EFFECTIVELY IMPLEMENTED BY ALL PARTICIPATING NATIONS. THE ECMT ROAD SAFETY COMMITTEE IS ACTING AS FOCAL POINT FOR FOLLOW-UP IN THE PROGRAM EXCHANGE; OTHER FOLLOW-UP ACTIVITIES INCLUDE A SURVEY OF SAFETY BELT AND SPEED LIMIT REQUIREMENTS, NOT INCLUDED IN THE ORIGINAL PILOT STUDY.

2. DR. GREGORY REPORTED ON THE RESULTS OF THE AD HOC GROUP MEETING AND RECOMMENDATIONS. THE MEETING, HELD IN PARIS OCTOBER 9 AND 10, WAS ATTENDED BY ELEVEN REPRESENTATIVES OF BELGIUM, CANADA, FRANCE, UK AND US, WHO APPROVED THE TEN ROAD SAFETY FOLLOW-UP RECOMMENDATIONS. AT THE CCMS PLENARY, THE FRG AND THE NETHERLANDS -- ALSO FOLLOW-UP PROJECT LEADERS -- LENT THEIR SUPPORT TO THE RECOMMENDATIONS. THE TEN RECOMMENDATIONS LAY OUT AN EFFECTIVE AND LOGICAL APPROACH TO COMPLETION OF PILOT STUDY FOLLOW-UP.

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3. THE US EXPECTS FORMAL CCMS FOLLOW-UP ACTIVITIES TO BE TERMINATED AT THE SPRING 1976 PLENARY, WITH ADOPTION OF THE TWO REMAINING IMPLEMENTING RESOLUTIONS ON PEDESTRIAN SAFETY AND IDENTIFICATION AND CORRECTION OF ROAD HAZARDS, TO BE SUBMITTED BY BELGIUM AND FRANCE, RESPECTIVELY, AND SUBMISSION OF THE PILOT COUNTRY EVALUATION REPORT. TO COMPLETE THE FINAL EVALUATION REPORT, THE US MUST RECEIVE NATIONAL FOLLOW-UP REPORTS BY DECEMBER 15, 1975. PARTICIPATING COUNTRIES WILL CONTINUE TO REPORT HIGHLIGHTS OF THEIR ROAD SAFETY PROGRAMS TO CCMS THROUGH THE SPRING 1978 PLENARY. THE UNITED STATES BELIEVES THAT ANY ADDITIONAL ROAD SAFETY EFFORTS WHICH CCMS MAY FIND DESIRABLE IN THE FUTURE, SHOULD BE CARRIED OUT AS PART OF A NEW PILOT STUDY.

4. MR. BARNUM CONCLUDED THE US PRESENTATION BY NOTING THAT THE CCMS ROAD SAFETY PILOT STUDY EFFORTS HAVE BEEN EFFECTIVELY TRANSFERRED TO THE ECMT ROAD SAFETY COMMITTEE, OECD AND CITA. THE US (DOT/NHTSA) WILL CONTINUE TO CONDUCT EXPERIMENTAL SAFETY VEHICLE FOLLOW-UP IN ESSENCE CCMS HAS ACCOMPLISHED ITS MISSION IN THIS PARTICULAR PILOT STUDY AND THE PROJECT MAY LOSE ITS IDENTITY, BUT ITS CONTRIBUTION WILL REMAIN AFTER FORMAL TERMINATION OF FOLLOW-UP EXPECTED AT THE SPRING 1976 PLENARY.

5. IN THE DISCUSSION, DR. HARTKOPF (FRG) EXPRESSED SUPPORT FOR THE RECOMMENDATIONS AND NOTED THAT ALTHOUGH GERMANY HAD BEEN LEADER OF THE MOTOR VEHICLE INSPECTION PROJECT, FOLLOW-UP IN THIS FIELD WAS BEING CARRIED OUT BY BELGIUM AND CITA. MR. ARMSTRONG (CANADA) SUPPORTED THE RECOMMENDATIONS AND NOTED THAT NEW LEGISLATION ON POLICE AUTHORITY AND ROAD HAZARDS IS ONE RESULT OF THE PILOT STUDY FOLLOW-UP IN CANADA. M. FESQUET (FRANCE) SUPPORTED THE RECOMMENDATIONS AND NOTED THAT THE IMPLEMENTIN
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RESOLUTION ON ROAD HAZARDS WOULD BE SUBMITTED AFTER FRANCE HAS HAD A CHANCE TO REVIEW THE FORTHCOMING OECD REPORT ON ROAD HAZARDS.

6. THE PLENARY NOTED THE INTERIM REPORT OF THE PILOT COUNTRY AND ACCEPTED THE TEN ROAD SAFETY RESOLUTIONS.
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